

# The Flivver Flash

The Official Newsletter of the Space City T's - Houston, TX

## 1919 MODEL T PICKUP TRUCK CONVERSION

by Don Williams

This article contains an evaluation of the 1919 Model T pickup that was recently left in the estate of my brother-in-law, James Allen Stanley, Jr. He died recently due to Covid-19. Dave Lucas was kind enough to offer to sell my brother-in-law's 1919 Model T pickup truck conversion. Dave had asked me to send photos and pertinent information for discussion within the Space City T's of Houston club. So, I have written this article with my general comments about restoration and to describe the pickup for sale, as far as I know the details.

James Allen Stanley, Jr., nicknamed Junior, bought the pickup several years ago, and discussed it with me on three separate occasions. A man of many talents, he had hoped to and planned to get it running. I know nothing of its history. All Junior said about it was that it needed new coils. I don't think he knew anything about Model T's, so I believe that this is what he was told by the seller. I explained to Junior where he could find new or

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Website: [www.spacecityts.org](http://www.spacecityts.org)

Email: [ModelT@spacecityts.org](mailto:ModelT@spacecityts.org)

rebuilt coils, but as is often the case with dreams, time flies, responsibilities keep coming, and cherished plans are neglected. He died in rigorous health at age 78 of Covid-19.



I had such a dream for 45 years for the 1926 Model T Touring that I had in my garage. Finally, with knowledgeable assistance from our friend Dave Lucas, I was able to get it running

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last year and complete all other work except the top material two weeks ago. I'll install the top kit this coming Spring when the warmth will make it easier to stretch into place. It is a frame-off, sandblasted restoration. I began the restoration 45 years ago, and then there was a lapse of about 41 years before I got back to it. One day I said to myself, I'm 75 years old, if I'm ever going to restore this thing, I'd better get cracking, and lo, I did.



No one in Junior's family is acquainted with Model T's and have no interest in retaining it. So, Junior's wife wants to sell it, and one of her sons, Curtis, is helping. On Saturday, February 6, 2021, Junior's son took the enclosed photos. The pickup is located near Tyler, TX and Curtis went from his home just North of Beaumont, TX to take the photos. Dave Lucas had suggested that the club could put the pickup in The Flivver Flash.

I am unfamiliar with truck restorations, but it looks like a serious collector had it before Junior. I would be surprised if it is not in near runnable condition. It is complete as far as I

can tell, except that rear fenders were never installed. I notice that most people do install rear fenders, and it makes it look a lot better and probably safer.



This article contains additional comments about the pickup. I have also included a lot of comments meant to demonstrate to other sellers, and to some extent, to my own sons, what is involved in the restoration of an old car. Some of the comments are, however, germane to the evaluation of the 1919 Pickup. I'm also including several photos of the car.

I don't know much about old Ford pickups, but below is what I have found out by browsing the Internet and my comments based on my general knowledge of Model T's. Ford did not sell a pickup model until 1925. I believe it had a steel bed as did the 1926 and 1927 models, but very often, touring and roadsters, and perhaps other models, were modified as pickups due to their usefulness. I would suspect that a used car was used for this purpose rather than a new one. Often it was a one-off homemade affair,





but kits were available so that a presentable pickup could be fashioned.

There are three general approaches to the Model T hobby, and they apply to other makes as well. The purist will investigate the original characteristics of the car through literature, discussions with knowledgeable persons, and examination of a restored model. The challenge is to get it as close to factory delivered as possible. That is much more difficult than improvising to make an aesthetically pleasing product, at least in the builders mind. Purists will often make improvements out of practicality or safety concerns and are often willing to include after market, but period, accessories. Examples are modern sealed bearing fan hubs to prevent the frequent mess caused by grease cup equipped bearings, the addition of stop lights or turn signals, and gadgets like rear view mirrors and decorative radiator caps with thermometers. A kit to convert a roadster into a pickup truck would be in the last category because they were available during the period that Model T's were commonly on the road. Such kits are still available from Model T parts suppliers.

There are others that adhere to the original design but may not be so circumspect in their attention to detail. They might use Phillips head screws or paint the car in a color that was not available. Model Ts came in various colors until 1913. A few colors appeared again in 1926. No, it's not true that it was always any color as long as it's black. That was true from



1914 through 1925. One of these cars might have wire wheels when they were not available in the year model of that particular car.

There are other people who use parts of the Model T to make what my generation called hot rods. They will install modern engines, hydraulic brakes with disproportionate sized wheels, air conditioning, impressive seat covers etc. These creations have their appeal and are more practical for everyday transportation but generally are at cross-purposes with Model T antique auto aficionados.

A thorough restoration of an original car will begin with a complete disassembly of the car, and I do mean complete. A re-restoration will not require total disassembly if the restoration was well done previously. All parts will have to be inspected for defects, frame straightness, block and crankshaft integrity, state of wear of moving parts, and missing or incorrect parts.



Then the metal parts will have to be de-rusted. The best method is sandblasting (careful, don't distort the sheet metal). Other methods such as electrolysis or immersion in a chemical or pickling solution can be used (commercial operation). Many methods can be used for smaller parts. These include wire brushing, sanding, and immersion in a chemical commonly available that is not acidic, or phosphoric acid (Phospho). The wire brush and sanding option is suspect as to its effectiveness. If you paint the parts with a good epoxy primer

right after de-rusting you are not likely to have problems.

The engine will often need to be re-babbitted. Instead of inserts, the rod bearing and crankshaft bearing surfaces are babbitted. Babbitt is a metal alloy poured in liquid state on



a metal surface, and then bored. The crankshaft bearings are babbitted and then line-bored. The transmission bearing at the back end of the transmission, sometimes called the 4th main bearing, is also babbitted. You will need a specialty shop to do the babbitting, except for the transmission bearing that can be either rebabbitted or bought outright.

The transmission and the differential will have to be inspected and refurbished where necessary. At a minimum the three transmission bands will have to be replaced. Items such as the starter, generator, carburetor, and magneto will likely have to be rebuilt.

There are over 20 standard pieces of wood that may need to be replaced, and finally, a careful paint job will have to be applied and an upholstery kit installed. If the car is a touring or roadster, the folding top will have to be replaced, possibly including the top wooden bows. Kits are available for this,

To do all this work correctly will require enormous hours of research, as well as the actual restoration steps. In addition to reading, you should try to speak with kindly,

knowledgeable individuals, and if possible, to inspect the restoration. An example of a detail with my 1926 Touring was determining the curvature of the bend of the gasoline line from the gas tank shutoff valve to the carburetor, as well as, its path. Just discovering that it should be made of steel rather than copper was a learned detail. Many will use copper tubing as a matter of practicality and add a non-original shutoff valve, as original types often leak. I bought a new original type, but I may have to use a modern one at some point. This is a common practice.



The discussion above is not intended to completely cover the restoration process, but rather to represent the level of effort that someone probably made to put the 1919 pickup truck into its present condition. Additionally, doing the woodwork required a lot of patience and skill, although he was likely aided with a precut kit.

So, I don't know how good a job the original restorer did, but I expect that he was very meticulous and probably did it correctly. So, likely the car is mechanically sound. He must have told Junior that the only thing it needed was new or repaired coils. I spoke with Junior several times about the car, and each time he was concerned with where he could find new coils. Each time I told him where he could find them, but he never followed up. He was an extremely active and talented man and probably had difficulty finding time to get into a



prolonged project. There is a good chance you could change the oil and make sure the engine and transmission is not locked, replace or have the coils tested, lubricated, and start the car. To allow the engine to be turned over by hand is a learning project in itself, as the clutch must be released. This is a different than normal process with the Model T. The clutch is released by pulling back the lever in the cab (assuming it is adjusted correctly and the parking brakes don't lock) or pressing the clutch down to about the halfway point.



Here are some more specific comments about the 1919 pickup truck. The engine was built June 1919 with engine number 3205606. This number is on the title. The switch box is mounted on a probably pine 2 by 4. A hardwood block would look better, I think. The differential appears consistent with 1919. Is the front seat authentic? I have seen some photos of such seats, so probably so. Are the sidelights authentic? Looks to be. Is the windshield authentic? Appears to be. Is the bed authentic? I saw a few similar beds online. From this standpoint, it could be considered a period accessory. Some suppliers sell kits, and likely this is one of them. Two tail lights? It originally had one, but adding another is common and good. Is the thing on the steering wheel a directional light lever? These can be added legitimately for safety purposes though, not original. This one looks rough. The front

fenders look right. It should have rear fenders, either bolted directly to box or on iron brackets. They are easily found. The horn is probably correct. Non authentic cut-out? Cheap fix if it bothers someone. The key turns and comes out of the ignition. It includes an ammeter. The wiring seems to have been replaced with legitimate Model T reproduction wire.

\$7,500 should work as the price. Text or call 409-429-4939, 903-849-4720, 409-781-2784. The pickup location is currently 21847 South Shore Drive, Chandler, Texas 75758 near Tyler.

**First Ever  
"Springtime in the Country"**

Join us at the first ever Clay Shoot, Car Show and Chili Cook Off in Sealy, Texas for an all day event  
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**Car Show - 9 am - 1 pm**  
Event Location: Texas Premier Sporting Arms

**SEALY CHILI DILLY COOK-OFF**  
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Vendors, Food and Fun! An ALL DAY EVENT! MORE details to COME...

**SEALY CHAMBER OF COMMERCE**

## SPRINGTIME TOUR

BY ROSIE STOKLEY & BRUCE CARTER

SAVE THE DATE, SATURDAY APRIL 24, 2021. WHERE: LEAVING THE WEST MEMORIAL AREA IN KATY. MORE INFORMATION LATER AS PLANS DEVELOP. STAY SAFE AND BE WELL.

## Space City T's Dues Are Due

Remember, the deadline for dues payment is March 15, 2021. At that time the roster will be compiled according to those paid. Dues are still **\$25.00** per year. Please **print** out this page, **fill out** the form below with your most recent information, and make your check payable to: **Space City T's.**

Please **mail** your dues to the Treasurer at:

**Jerry Smith**  
**13723 Llano Lake Court**  
**Houston, Texas 77059**

**NOTE: Dues are not tax deductible. To do so will jeopardize our club's 501c non-profit status with the IRS**

### SPACE CITY T's MEMBER ENROLLMENT

**Model T Ford Club of America membership # if Applicable** \_\_\_\_\_

**Model T Ford Club International membership # if Applicable** \_\_\_\_\_

**DATE** \_\_\_\_\_ **CHECK #** \_\_\_\_\_ **AMOUNT \$** \_\_\_\_\_

**Name:** \_\_\_\_\_ **Spouse** \_\_\_\_\_

**Minor Children (under age 18)** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Home Phone:** \_\_\_\_\_ **Work:** \_\_\_\_\_

**Cell:** \_\_\_\_\_ **Cell:** \_\_\_\_\_

**E-Mail address:** \_\_\_\_\_

**Occupation:** \_\_\_\_\_

**Model T's Owned:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Space City T's of Houston Bylaws, Article VI, Section 4: Dues for members admitted to membership between July 1 and December 31 shall pay (1/2) of the annual dues: \$12.50 for the given 1/2 year, \$25.00 per year thereafter.

The Flivver Flash is published by the Space City T's chapter of the Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education and enjoyment of members and those expressing interest in joining the Space City T's. Said education and enjoyment is as it pertains to the Model T Ford automobile. The Flash is also shared with other antique auto clubs. Other clubs may use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to the club must be submitted to the editor by the 20th of the month preceding the month of publication. Emailing takes place the last week of the month. Annual dues are \$25 per year.

#### 2021 Space City Club Officers and Board Members

President	Dave Lucas	281-388-0761
Vice President	David Carter	713-875-1049
Secretary	Bruce Carter	713-703-2958
Treasurer	Jerry Smith	281-461-9906
Board Member	Nancy Carter	713-412-0880
Board Member	Bobby Wright	409-771-5548
Board Member	Anthony J. Marino	281-482-4156

## THE FLIVVER FLASH

Anthony J. Marino  
302 Torrey Court  
League City, TX 77573  
281-482-4156

email: [modelt@spacecityts.org](mailto:modelt@spacecityts.org)

## 2022 Officer Nominations

Please communicate your 2022 club officer nominations to Dave Lucas at (713) 299-3059 or [daverlucas@yahoo.com](mailto:daverlucas@yahoo.com).

## New Members Wanted

Please visit our [Space City T's of Houston Texas web site](#) and view our club future and past Model T Ford events and activities.

If interested, please provide your name, address, mobile phone, & email, and make a \$25 check payable to:

**Space City T's**

Please mail your information and check to the Treasurer at:

Jerry Smith  
13723 Llano Lake Court  
Houston, TX 77059

The Space City T's Club is the Houston, Texas chapter of the Model T Ford Club of America. All questions concerning membership, The Vintage Ford magazine, the MTFCA library, chapter insurance, purchase of manuals, back magazine issues, or store items can be directed to the following:

#### Model T Ford Club of America

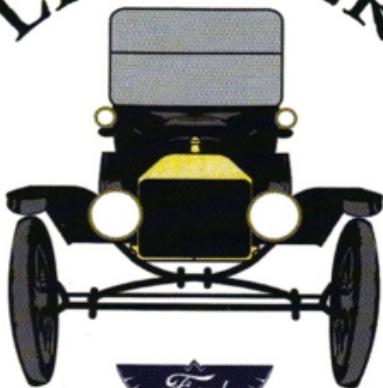
309 N. 8th Street, PO BOX 996  
Richmond, IN 47375-0996  
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Email: [rachel@mtfca.com](mailto:rachel@mtfca.com)

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## FLIVVER FLASH INPUTS NEEDED

Do you have something to share? A barn find, funny or not so funny Model T stories? Tour photos, or articles about Model T's? Your Model T acquisition stories, restoration photos or swap meet finds? A special interest article?

Please email ads, articles, photos, stories, etc. etc. to: [topkick7@outlook.com](mailto:topkick7@outlook.com)



## Next Meeting Cancelled

**March 10, 2021**



**Dine with Friends at  
Demeris BBQ at 6:00 P.M.**

**located at**

**1702 West Loop North,  
Suite A, Houston, TX 77008**

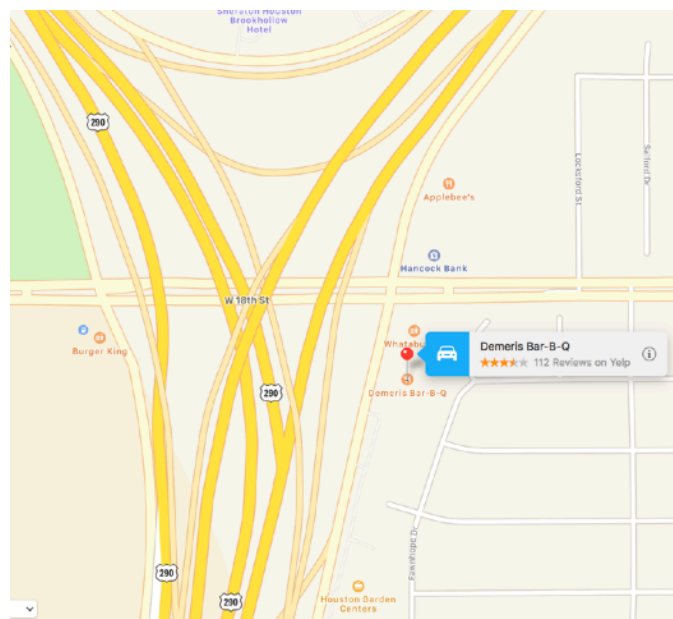
**Then attend the  
Space City T's Meeting at 7:30 P.M.**

**Place:**

**Lazy Brook Baptist Church  
—1822 West 18th Street in the  
Heights**

**Website: [www.spacecityts.org](http://www.spacecityts.org)**

**Email: [modelt@spacecityts.org](mailto:modelt@spacecityts.org)**



### Directions to Demeris BBQ

From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be immediately on the right after Houston Garden Nursery.

From the west on Highway 290, exit at Mangum and turn right to 18th Street. At 18th, turn left, cross under West Loop and turn into the Whataburger parking lot on the right. Proceed to Demeris BBQ after the Whataburger.

From the north on I-45, take the 610 North Loop West around to the I-610 West Loop South to the Hempstead Highway exit. Make a U-turn under I-610 and proceed north on the frontage road to just before 18th Street, Demeris BBQ will be on your right after Houston Garden Center.



**First Class Mail**



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League City, Texas 77573

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